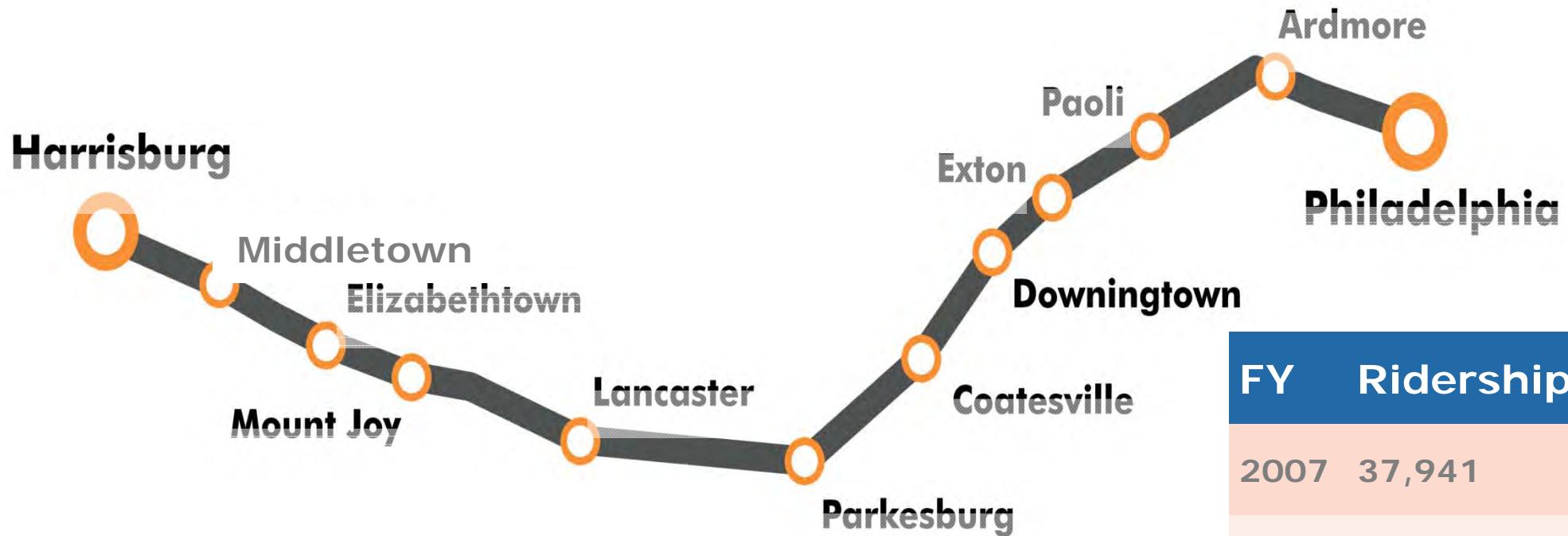




DOWNINGTOWN STATION ALTERNATIVE CONCEPTS PRESENTATION



February 6, 2013, Downingtown Station Alternative Concepts Presentation



**SEPTA 2011
Survey**

2011 ~225,000

FY	Ridership
2007	37,941
2008	50,255
2009	51,822
2010	59,129
2011	64,371



- Identify Improvements for the Amtrak Station
- Identify Specific Recommendations for the Station Area
- Establish a brand and identity for the Station Area
- Promote Strategies for a Walkable Downtown that is supportive of Transit



**Monday at
6:30pm**

**Opening
Presentation and
Visioning
Exercise**

**Participants
discussed:**

- **Values**
- **Opportunities**
- **Themes**

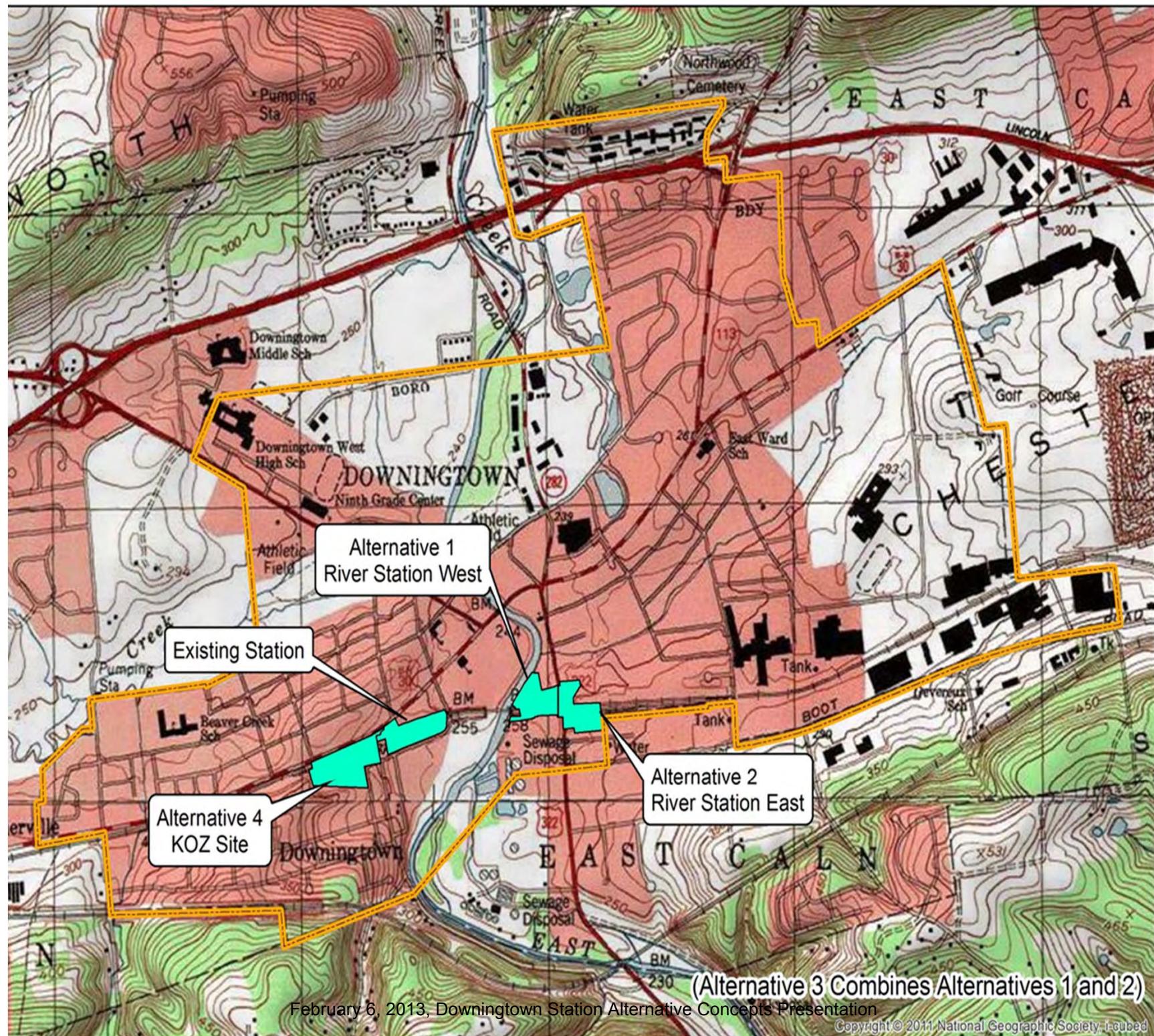
Purpose and Need

- Purpose
 - Enhance transit service
 - Strengthen communities served by Keystone Line
 - Serve as anchor for development plans
- Needs
 - ADA Compliance and Accessibility
 - Insufficient facility capacity
- Goals (defined using public input)
 - Facilitate economic development
 - Facilitate improvements for multi-modal accessibility



Planning Concepts

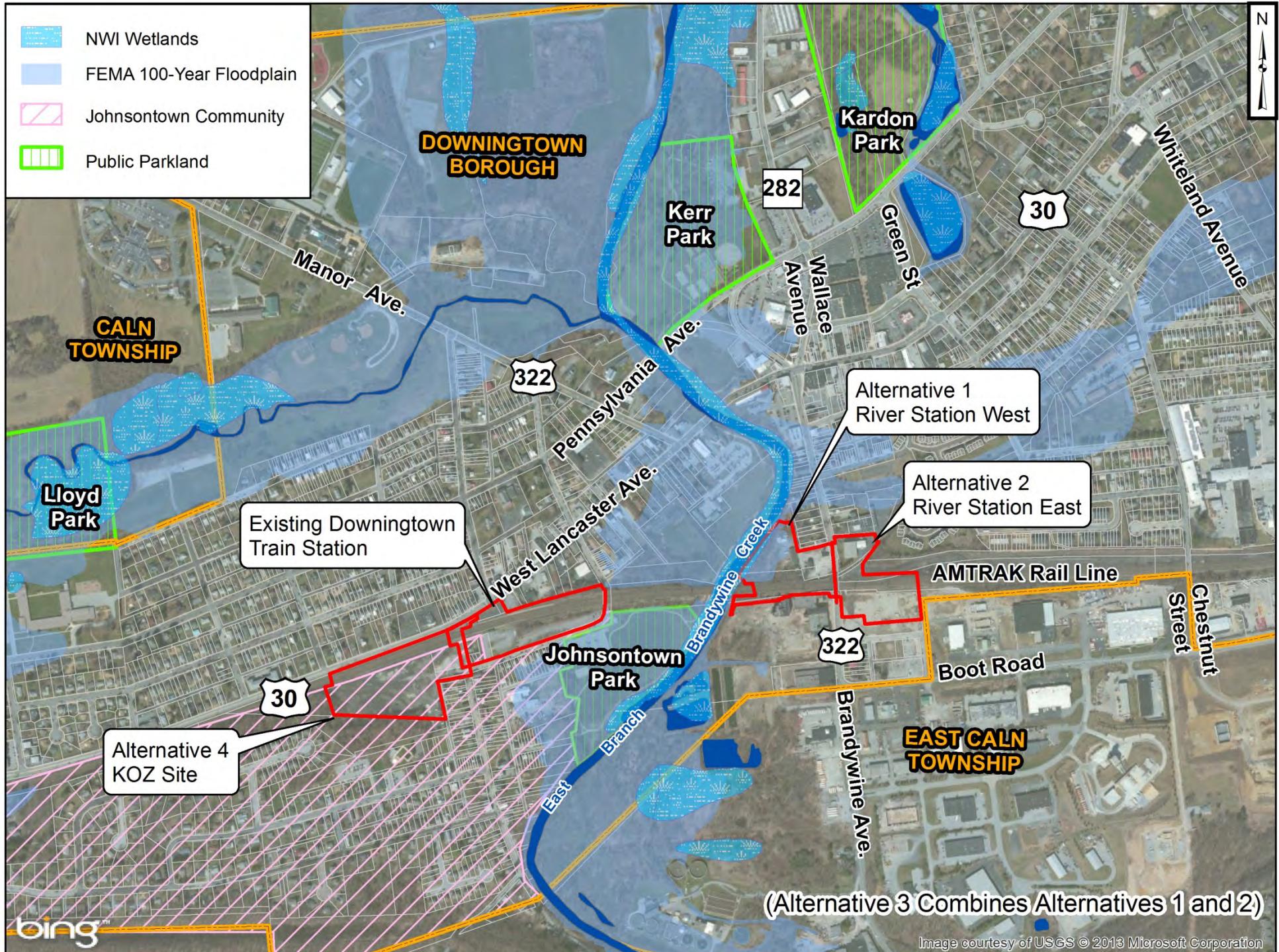




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Environmental Screening



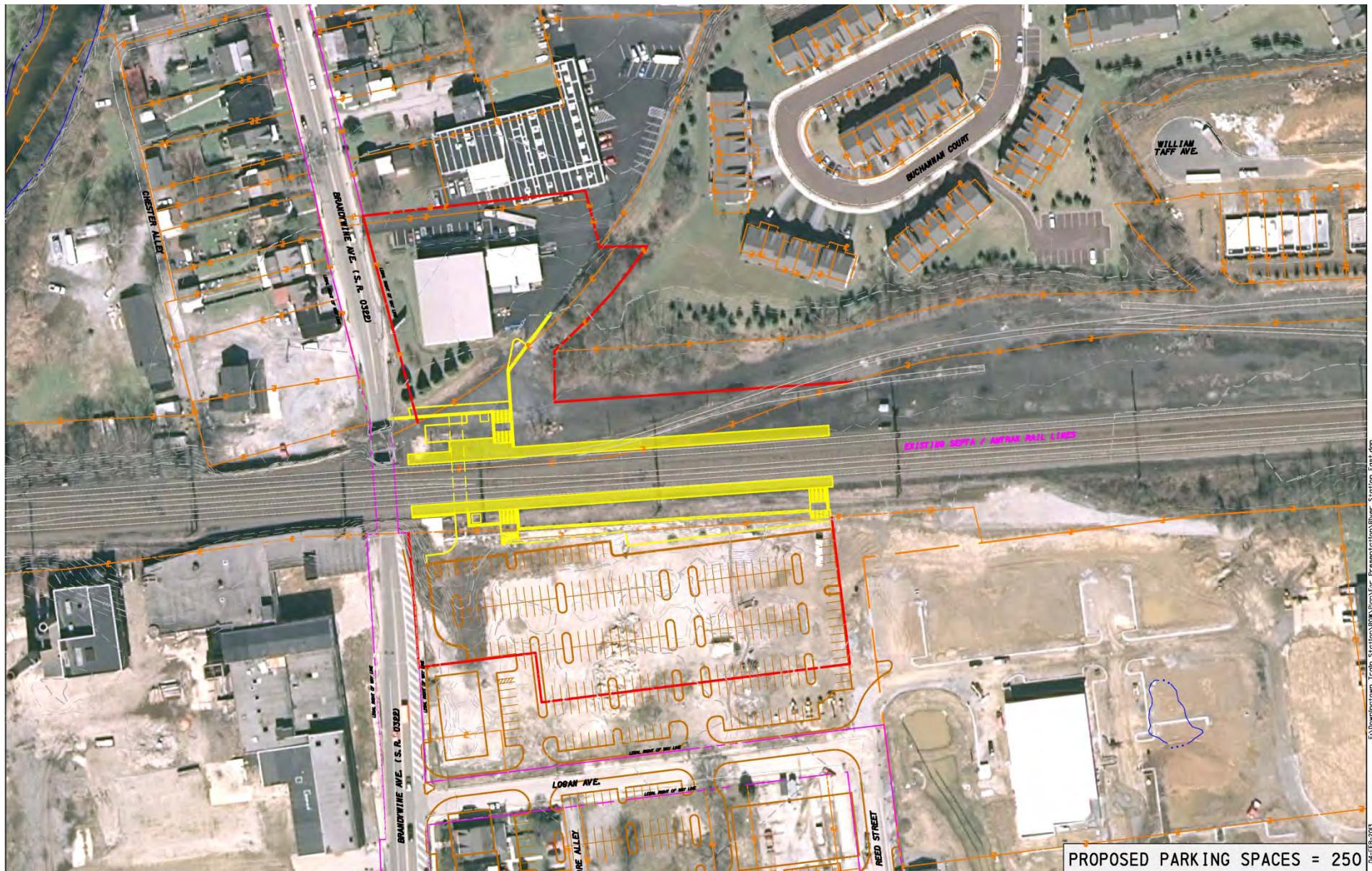
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Conceptual Engineering and R/W

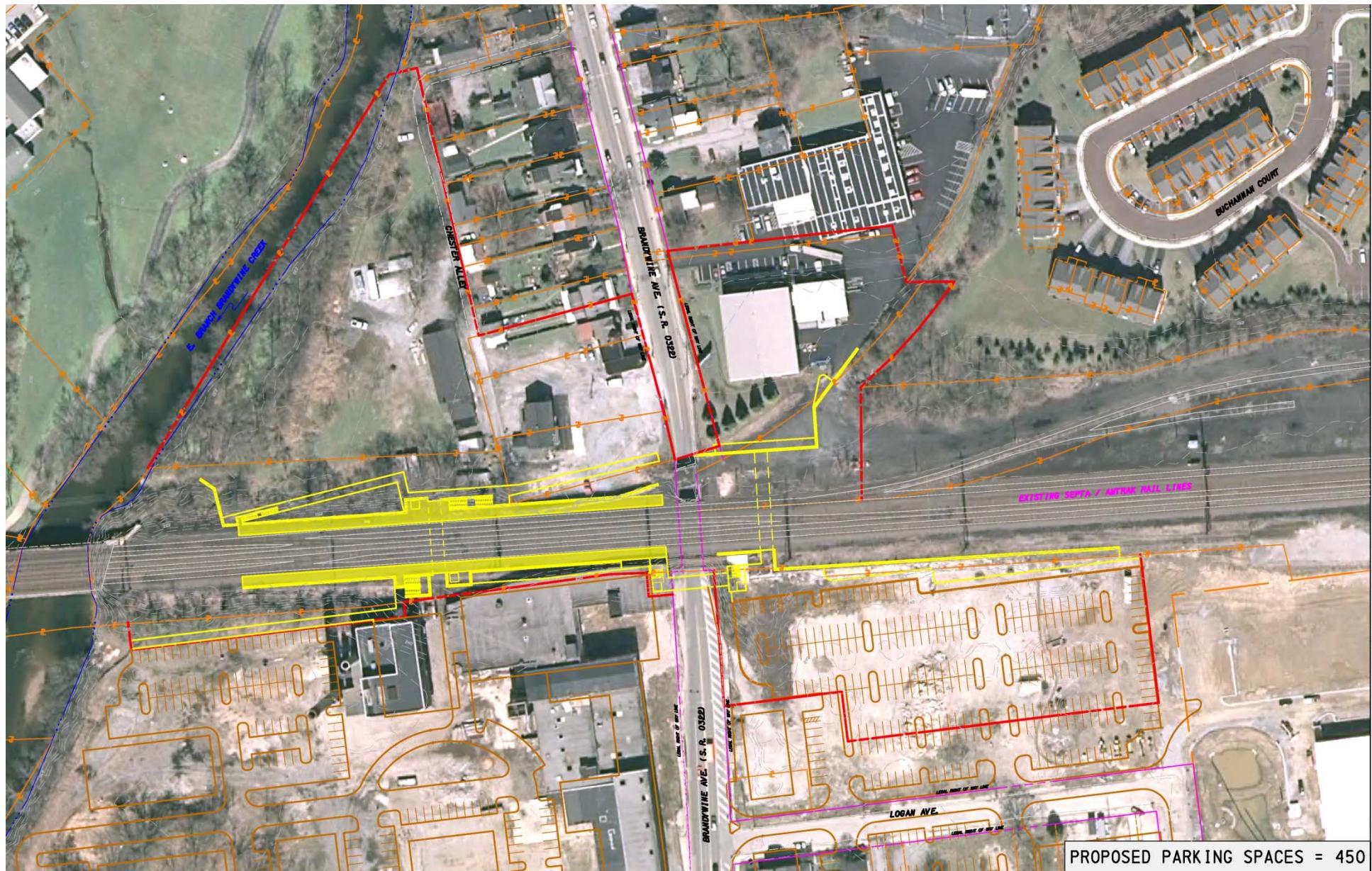








River Station Combined



Preferred Alternative Criteria

Alternatives Comparison

	Keystone Opportunity Zone (KOZ)	River Station West	River Station East	River Station Combined
Constructability	Orange	Green	Green	Yellow
Community	Light Green	Light Green	Light Green	Light Green
Local Context/Zoning	Dark Green	Light Green	Yellow	Light Green
Parking	Yellow	Orange	Orange	Dark Green
Economic Development Opportunities	Yellow	Dark Green	Dark Green	Dark Green
Traffic Network	Orange	Yellow	Yellow	Yellow
Environmental Resources	Dark Green	Light Green	Dark Green	Light Green

No Issue

Ok

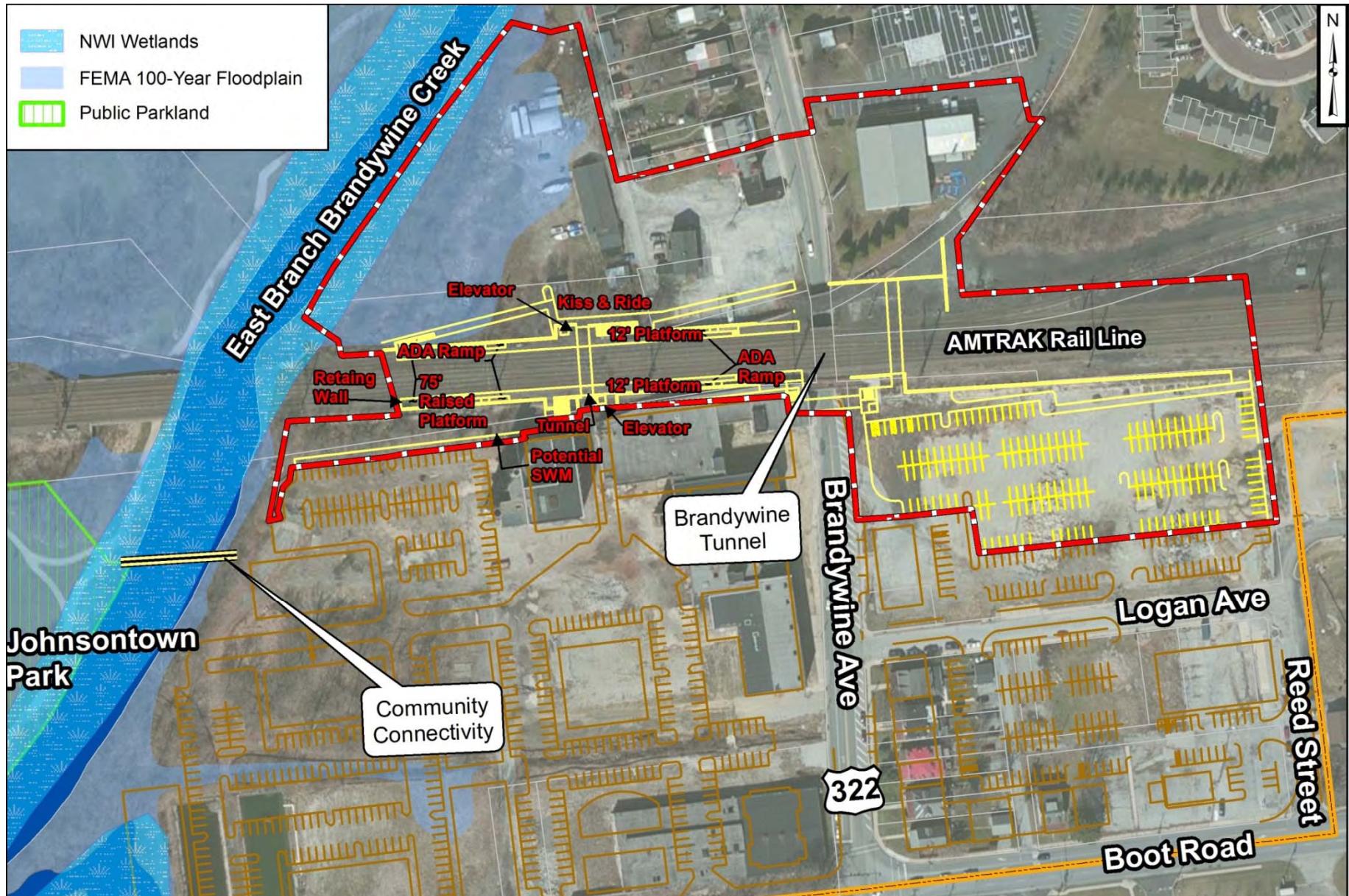
Caution

Major Issue

Preferred Alternative – River Station



Preferred Alternative – River Station



Next Steps

Consensus on Preferred Alternative

**Environmental Assessment (EA)
for FTA approval (NEPA)**

**Preliminary Engineering
PE and Maintenance Agreement**

**Complete Right-of-way
Acquisition and Final Design**

Construction

The web site will be used to keep the public informed of key milestones and public documents such as the Environmental Assessment (EA). The public will have the opportunity to review and comment on the EA.

www.planthekeystone.com

Plan the Keystone



DOWNINGTOWN

The Downingtown Station is located on Lancaster Pike and Stuart Avenue in Downingtown Borough, Chester County. This station is currently a stop on Amtrak's Keystone Corridor Service route and a station stop of the SEPTA R-5. This station is in SEPTA fare zone 5 and is 32 track miles from Suburban Station and 72 track miles from Harrisburg, PA. According to Amtrak, the number of passengers using Downingtown Station has nearly doubled over the past four years.

Much of the community in the immediate area is built out or located within the floodplain. The neighborhood to the south is residential, and to the north the neighborhood is residential with the exception of commercial uses along Lancaster Avenue. There is a large vacant area west of the station that the Borough has designated for redevelopment, but firm development plans have not been implemented. The area is part of a Keystone Opportunity Zone to help encourage redevelopment. The plan is to eventually provide commercial and office opportunities along Lancaster Avenue, housing opportunities to the areas south, and a pedestrian concourse to the areas east of the station, using the existing Downingtown Station as an anchor of this proposed redevelopment. Another development proposed to make a connection to the station is a planned development named "The River Station." The goal of the River Station is to redevelop the former Sonoco Paper Factory site into a mixed-use moderate density transit oriented design providing direct access to the Downingtown Train Station.

The current station location is on a curved section of track, which does not work with the needed high level Americans with Disabilities Act (ADA)-compliant platforms. The current station also does not currently have ADA-accessible platforms from the parking lot.

2011 Ridership – 64,371



RECOMMENDED IMPROVEMENTS

Station Area

- ADA accessible, 500-foot long platforms with a lighted canopy
- Passenger information (information displays, public address system)
- Security systems (cameras, call box)
- Designation of passenger car and taxi pick-up/drop-off areas

Pedestrian Access and Area Considerations

- Trailblazer and standard Amtrak signage along Lancaster Avenue and Viaduct Avenue
- ADA-compliant tunnel access from one side of tracks to the other
- Elevators and stairs from parking lot to platforms
- Improve pedestrian accessibility by widening sidewalks, installing curb cuts and crosswalks along Lancaster Avenue and Viaduct Avenue
- Improve adjacent traffic network operations by reconfiguring or reconstructing the viaducts under the rail line at Brandywine Avenue and Viaduct Avenues, as well as other needed intersection improvements

EXPLORE

- [06.12.12 - Downingtown Station Relocation Plan Site Selection Memo](#)
- [11.04.11 - Downingtown Field Guide](#)
- [11.03.11 - Downingtown Station Area Planning Work In-Progress Presentation](#)
- [10.25.11 - Downingtown Station Area Planning Charette Kickoff Meeting](#)

PLAN
the
KEYSTONE

QUESTIONS?



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